

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1-36. (canceled)

37. (previously presented) An internal combustion engine installation comprising:

a directly injected gasoline engine, which is not adapted for operating in a stratified manner or is adapted for operating in a stratified manner only to a small extent in terms of all operation points of the direct injected gasoline engine; and

a catalyst system, which is downstream from the directly injected gasoline engine and has at least one catalyst, wherein the catalyst system has a total catalyst volume (KV) of less than $0.8 \times$ the engine displacement (VH) or of less than 1.3 L per 100 kW of rated horsepower (PNENN), and that the average specific noble metal loading of the at least one catalyst of the catalyst system is less than 3.59 g/dm³, a total mass of noble metal of the catalyst system being less than 2 g per liter of engine displacement (VH) or less than 3.5 g per 100 kW of rated horsepower (PNENN) of the directly injected gasoline engine.

38. (previously presented) The internal combustion engine installation of claim 37, wherein the catalyst system has a total catalyst volume (KV) of less than $0.7 \times$ the engine displacement (VH) or a total catalyst volume (KV) of less than $0.6 \times$ the engine displacement (VH).

39. (previously presented) The internal combustion engine installation of claim 37, wherein the catalyst system has a total catalyst volume (KV) of less than 1.15 L per 100 kW of rated horsepower or (PNENN) of less than 1.00 L per 100 kW of rated horsepower.

40. (previously presented) The internal combustion engine installation of claim 37, wherein the catalyst system consists of one of the following:

- (a) at least two catalysts , arranged in parallel,
- (b) a main catalyst with at least two pre-catalysts, arranged in parallel,
- (c) a main catalyst with a pre-catalyst, or
- (d) at least two main catalysts, arranged in parallel, wherein each of the two main catalysts have at least one pre-catalyst.

41. (previously presented) The internal combustion engine installation of claim 37, wherein the average specific noble metal loading of the at least one catalyst of the catalyst system is not more than 2.87 g/dm³ or not more than 2.15 g/dm³.

42. (previously presented) The internal combustion engine installation of claim 37, wherein the pre-catalyst or pre-catalysts have a specific noble metal loading, which is higher by up to 70%, by up to 50% or by up to 30% than that of the main catalyst or catalysts.

43. (previously presented) The internal combustion engine installation of claim 37, wherein the total mass of noble metal of the catalyst system is less than 1.6 g per liter of engine displacement (VH) of the gasoline engine, less than 1.2 g per liter of engine displacement of the gasoline engine, less than 1.0 g per liter of engine displacement of the gasoline engine or less than 0.8 g per liter of engine displacement of the gasoline engine.

44. (previously presented) The internal combustion engine installation of claim 37, wherein the total mass of noble metal of the catalyst system is less than 3 g per 100 kW of rated horsepower of the gasoline engine, less than 2.5 g per 100 kW of rated horsepower of the gasoline engine, less than 2.1 g per 100 kW of rated horsepower of the gasoline engine or less than 1.7 g per 100 kW of rated horsepower of the gasoline engine.

45. (previously presented) The internal combustion engine installation of claim 37, wherein the at least one catalyst or at least one pre-catalyst is at a distance of less than 800 mm exhaust gas pipeline length from a nearest outlet valve of the gasoline engine, less than 500 mm exhaust gas pipeline length from the nearest outlet valve of the gasoline engine or less than 300 mm exhaust gas pipeline length from the nearest outlet valve of the gasoline engine.

46. (previously presented) The internal combustion engine installation of claim 40, wherein the at least one pre-catalyst and the at least one main catalyst are at a distance of more than 100 mm

from one another, wherein the at least one main catalyst is downstream with respect to the at least one pre-catalyst.

47. (previously presented) The internal combustion engine installation of claim 40, wherein the at least one pre-catalyst has a volume of not more than 70% of the at least one main catalyst, a volume of not more than 50% of the at least one main catalyst, or a volume of not more than 30% of the at least one main catalyst, wherein the at least one main catalyst is downstream with respect to the at least one pre-catalyst.

48. (previously presented) The internal combustion engine installation of claim 37, wherein the catalyst or catalysts of the catalyst system, or at least one main catalyst are based on a ceramic support.

49. (currently amended) The internal combustion engine installation of claim ~~48,38~~, wherein the catalyst or catalysts or main catalysts are based on a ceramic support and have a cell density of more than 500 cpsi, wherein a product of cell density (in cpsi = cells per square inch) and cell wall thickness (in mil = thousandths of an inch) is less than 2700, corresponding to 0.1063 when the cell density is expressed in cells per square millimeters and the cell wall thickness is expressed in millimeters.

50. (currently amended) The internal combustion engine installation of claim 40, wherein the at least one pre-catalysts has a support based on metal foil.

51. (previously presented) The internal combustion engine installation of claim 40, wherein the at least one pre-catalyst has a cell density of more than 500 cpsi and that the product of cell density (in cpsi = cells per square inch) and cell wall thickness (in μ = thousandths of a millimeter) is less than 30,000 corresponding to less than 46.5 or less than 20,000 corresponding to less than 31, when the cell density is expressed in cells per square millimeter.

52. (previously presented) The internal combustion engine installation of claim 37, wherein the gasoline engine is adapted for stratified operation in less than 7% of all operating points of the gasoline engine, in less than 5% of all operating points of the gasoline engine or in less than 3% of all operating points of the gasoline engine.

53. (currently amended) The internal combustion engine installation of claim 37, wherein characterized in that the gasoline engine is naturally aspirated.

54. (new) An internal combustion engine installation comprising:

a directly injected gasoline engine, which is not adapted for operating in a stratified manner or is adapted for operating in a stratified manner only to a small extent in terms of all operation points of the direct injected gasoline engine, wherein the directly injected gasoline

engine has an injection nozzle installed in a region from -20° to + 50° relative to a circular cross-section of a cylinder of the directly injected gasoline engine, wherein a negative degree corresponds to an alignment with respect to the cylinder head, wherein 0° corresponds to an alignment parallel to the circular cross-section of the cylinder, and further wherein a positive degree corresponds to an alignment in a direction of a crank-shaft of the directly injected gasoline engine; and

a catalyst system, which is downstream from the directly injected gasoline engine and has at least one catalyst, wherein the catalyst system has a total catalyst volume (KV) of less than 0.8 x the engine displacement (VH) or of less than 1.3 L per 100 kW of rated horsepower (PNENN), wherein an average specific noble metal loading of the at least one catalyst of the catalyst system is less than 3.59 g/dm³, and further wherein a total mass of noble metal of the catalyst system being less than 2 g per liter of engine displacement (VH) or less than 3.5 g per 100 kW of rated horsepower (PNENN) of the directly injected gasoline engine.

55. (new) The internal combustion engine installation of claim 54, wherein the directly injected gasoline engine has an injection pressure of more than 40 bar and less than 2000 bar.

56. (new) The internal combustion engine installation of claim 54, wherein injection commences at 330° to 150° before top dead center for the directly injected gasoline engine.

57. (new) An internal combustion engine installation comprising:

a directly injected gasoline engine, which is not adapted for operating in a stratified manner or is adapted for operating in a stratified manner only to a small extent in terms of all operation points of the direct injected gasoline engine, wherein the directly injected gasoline engine has an injection nozzle, wherein a center position of an injection jet at an outlet of an injector of the injection nozzle has an injection angle ranging from -5° to -45° or 70° to 90°, relative to the circular cross-section of the cylinder, wherein a negative degree corresponds to an alignment with respect to the cylinder head, wherein 0° corresponds to an alignment parallel to the circular cross-section of the cylinder, and further wherein a positive degree corresponds to an alignment in a direction of a crank-shaft of the directly injected gasoline engine; and

a catalyst system, which is downstream from the directly injected gasoline engine and has at least one catalyst, wherein the catalyst system has a total catalyst volume (KV) of less than 0.8 x the engine displacement (VH) or of less than 1.3 L per 100 kW of rated horsepower (PNENN), wherein an average specific noble metal loading of the at least one catalyst of the catalyst system is less than 3.59 g/dm³, and further wherein a total mass of noble metal of the catalyst system being less than 2 g per liter of engine displacement (VH) or less than 3.5 g per 100 kW of rated horsepower (PNENN) of the directly injected gasoline engine.

58. (new) The internal combustion engine installation of claim 57, wherein the directly injected gasoline engine has an injection pressure of more than 40 bar and less than 2000 bar.

59. (new) The internal combustion engine installation of claim 57, wherein injection commences at 330° to 150° before top dead center for the directly injected gasoline engine.